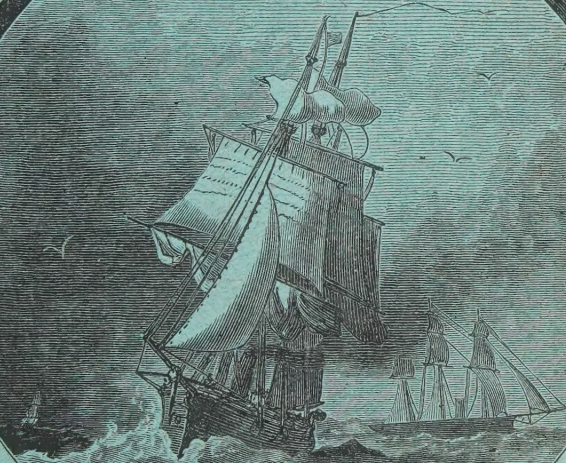


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1823 The 1900

# Sailors' Magazine



and SEAMEN'S FRIEND

AMERICAN SEAMEN'S FRIEND SOCIETY.

76 WALL ST. NEW YORK.

VOL. LXXII.  
No. 7.

JULY, 1900.

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### THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE, besides articles on the sea, ships and seamen, represents the work of the AMERICAN SEAMEN'S FRIEND SOCIETY and more briefly of kindred societies.

The Magazine is sent to single subscribers for One Dollar a year, payable in advance.

Persons ordering a change in the direction of the Magazine should always give both the old and new address, in full.

THE LIFE BOAT, an eight-page monthly paper, represents in Sunday Schools the Loan Library work of the Society. Sunday Schools contributing \$20 for a loan library receive fifty copies monthly for one year, postage prepaid.

THE SEAMEN'S FRIEND, containing matter suitable for seamen, is issued quarterly and distributed gratuitously among them. It is supplied to similar societies at the rate of one dollar per hundred.

Provided a request is sent annually for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, upon application, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the Magazine, gratuitously, should give annual notice of their desire for its continuance.

### REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM C. STURGES, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

### LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an Annual Member of the Society, and of Thirty Dollars at one time a Life Member. The payment of One Hundred Dollars at one time makes a Life Director.

### FORM OF A BEQUEST.

"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$——, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:

- 1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, at the same time, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto, as witnesses.



# SAILORS' <sup>THE</sup> MAGAZINE



## AND SEAMEN'S FRIEND

Vol. 72,

JULY, 1900.

No. 7.

*For The Sailors' Magazine.*

### WE DO MORE THAN WE KNOW.

O keeper of the lighthouse, dost thou peer  
 Into the darkness, searching for the ships  
 Thy friendly lamp is warning from the rocks  
 And guiding to the port of peace? Dost thou  
 Not see them? No; the clouds, the rocks, the spray  
 Of maddened ocean hide them from thy view.  
 But He, who never slumbers, makes the light,  
 By thee attended, pierce the gloom and cheer  
 The seaman to the haven of his hopes.

DUNLORA.

*For The Sailors' Magazine.*

### SAILOR JACK.

On brow and breast rare diamonds flash,  
 As dark eyes glance 'neath silken lash;  
 Or as the moonlight to the day,  
 The pearl glows with its softer rays,  
 With silk and satin robes combined,  
 To beautify sweet womankind;  
 These costly treasures men would lack  
 If it were not for Sailor Jack.

The palace that one well might stamp  
 As work of an Aladdin's lamp;  
 Its furniture from trees that bore  
 Their fruitage on far Afric's shore;

Its rugs and carpets from the East;  
 Its luxury in royal feast;  
 These would the rich and noble lack,  
 If it were not for Sailor Jack.

Without these baubles men might live,  
 And to their loss no worry give;  
 Still even these whose humble lot  
 Was not in palace but in cot;  
 How much that well the body keeps  
 That rests and guards it when it sleeps,  
 Their daily life would surely lack,  
 If it were not for Sailor Jack.

And when we rise to mental needs,  
 The books the scholar writes and reads,  
 Art treasures from the ancient world,  
 Astronomy, whose sails ne'er furled  
 'Till star in Pleiades\* most bright  
 Was found the pivot of God's might;  
 This wondrous knowledge men would  
 lack,  
 If it were not for Sailor Jack.

Those continents beyond men's sight,  
 To old world wrapped in rayless night;  
 Inhabited by savage race;  
 But now the happy dwelling place  
 Of races that in culture's scale  
 As first all other races hail;  
 All these the waiting world would lack,  
 If it were not for Sailor Jack.

And when the pinnacle we reach,  
 Where man can of his Maker teach;

Because with God in sweet accord,  
 Through Jesus Christ the risen Lord;  
 The English speaking race to-day,  
 Who in Christ's kingdom lead the way,  
 Their priceless work the world would lack,  
 If it were not for Sailor Jack.

Then let us count these men most dear,  
 Not waiting 'till beside their bier  
 We tell the deeds that they have done;  
 But right away let every one,  
 With prayers and gift, do all they can,  
 To treat the sailor like a man;  
 For all these things the world would lack,  
 If it were not for Sailor Jack.

JOHN E. HURLBUT.

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\* Alcyone, the brightest star of the Pleiades, is the centre of our motion with an orbit whose diameter is fifty million times larger than that on which we move about the sun.—*Ecce Cœlum*.

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### EDITORIAL PARAGRAPHS.

THE NAVAL ACADEMY. On May 20 occurred the twenty-seventh annual presentation of books to the graduating class of cadets at Annapolis. Out of sixty-one fifty-nine chose the Bible. The Secretary of this Society preached in the chapel, and presented to each cadet as his name was called a handsome copy of the Word of God. At the close of the ceremony the large audience present was informed that in this annual gift the AMERICAN SEAMEN'S FRIEND SOCIETY acted as the trustee of a fund raised by the Ladies' Union Mission School Association, the interest of which is used to defray the annual cost. Already the annual interest is insufficient to meet the outlay, and it is expected that in the near future the number of cadets in the Naval Academy will be materially increased by Congress, and the outlay will be correspondingly large. It is therefore suggested that the fund be increased in the sum of \$1,500. Mrs. CORNELIA W. MARTIN, of precious memory, who did much to raise the amount now invested, has gone to her reward. It will fall to women like-minded to continue the work that she nobly began.

In the afternoon the Secretary met the Y. M. C. A. of the Academy, and, as always, felt warmly drawn to the young men who mean to carry their Christian faith as a shield against spiritual foes while they serve their country. He was struck with the pith and sense of



their remarks at this meeting. One said that on coming to the Academy his lack of acquaintance made him feel lonely, and he was driven to prayer for the comfort of God's presence. Another said that he had learned the importance of obedience and the folly of resisting authority, a lesson that was transferred to a religious plane. Another referred to the value of Bible reading in counteracting the tendency to backsliding. Another dwelt on the helpfulness of knowing that there were Christians among the officers of the Navy. "If they can be, we can be too." Another referred to the difficulty of making careless friends think on serious things; thoughtlessness and not deliberate unbelief being the trouble. Another quoted an instructor who blamed him for saying to a man who was blundering in a certain drill "I wouldn't do it that way," and who told him to understand the man and what he wanted him to do so well that he could give him a decisive order. So God understood us and knew what we ought to do and gave us commands. Then he dwelt on the value of the decisive stand in the Christian life. Another showed how one man's uncertainty made others restless, and quoted Scripture to prove it. The whole meeting was profitable. Let prayer be offered for chaplains in the Navy that they may be true to their sailing orders from the great Captain, and for officers, cadets and sailors that they may all alike obey Him who has charted the voyage that ends in the blessed harbor of heaven.

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At the last monthly prayer meeting of the workers among seamen in New York the subject of the importance of individual work with seamen was considered. Mr. FRANK L. SMITH, of the Y. M. C. A., has had large experience as an evangelist and his testimony as such was of real value. To corroborate him came the witness of the Revs. W. A. A. GARDNER, CARL PODIN, A. R. MANSFIELD, Capt. DOLLAR, and the Secretary of this Society. All agreed that in addition to the preaching and the after-service, a faithful talk with the sailor alone was essential, and each gave illustrations of the surrender of men to a personal presentation of the truth, who had resisted it when otherwise presented. Some of these illustrations were very striking. This is no new thought to missionaries to seamen, but it is set down here to remind them afresh that all their duty is not done when the sermon is preached, and that they can carry its message furthest home by a tender personal talk.

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ON May 15 the mate of the *St. James* was convicted of a felonious assault with a dangerous weapon on JOHN JOHNSON, a sailor, and was

sentenced in a circuit court of the United States to imprisonment for two months and was fined \$1,000. CLARK H. ABBOTT, Esq., of the Legal Aid Society, prosecuted this case to conviction. The field opened up before the seamen's branch of the Legal Aid Society is too large at present for the time and strength of one attorney. Perhaps it will be contracted by the discovery on the part of ships' officers, or of that portion of them who use force to emphasize orders, that punishment awaits brutality as well as fraud in the treatment of seamen. A shipowner once told one of his captains that he would no longer pay his large expenses in defending him in the frequent suits brought by sailors for assaults on them on the high seas. When he found he had to pay the cost himself, no further assaults occurred. If just punishment is inflicted on men who use fists and bludgeons, their number will decrease, and Mr. ABBOTT will not be worked to death by this kind of crime. It is a pleasure to turn the mind from this side of human nature to another. Recently we listened with delight to the story told in this office by a ship's officer of the Christian kindness of a captain and its blessed results among the crew. May his tribe increase!

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THE Woman's Auxiliary of the Church Temperance Society in New York has erected an ice-water fountain for seamen at No. 3 State Street, just where they most do congregate. It cost about \$1,000 in money, which represents a large outlay of wisdom and sympathy.

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OWING to chronic invalidism the wife of the Rev. G. B. CUTLER has not been able to make her home with him in Brooklyn, and he has made a large sacrifice in continuing his work alone in the Navy Yard in New York, with only an occasional visit to his home in Rhode Island. Recently receiving an unsought call to a pastorate in Greenville, Rhode Island, the acceptance of which will bring his family together in a pleasant parsonage, give him the means of educating his son in Brown University, and at the same time open to him a good field of usefulness in his ministry, this Society, appreciating the exceptional reasons for it, has accepted his resignation, to take effect on June 30. This resignation was offered with extreme reluctance and accepted with sincere regret. Mr. CUTLER made friends of both the officers and the men of the Navy, and has done a good work by his preaching, his personal appeals and his correspondence. He goes with the feeling that he can never forget the great opportunity he has had in preaching Christ to seamen, and with the deepest gratitude for the grace that has saved so many of them; and he goes with the respect



and affection of all the members of this Society who have watched his careful conduct and sincere labors in his career as its missionary at the Yard. Once himself a sailor, he was adapted to his work by a knowledge of seamen's conditions and needs, and his intense longing for their salvation will follow him into his new field, and always keep him the warm friend of this Society's work.

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WE gratefully acknowledge the receipt of twelve comfort bags from the King's Daughters' Society of 14th Street Presbyterian Church; packages of papers from Mrs. A. C. BROWN, Mr. NATHANIEL L. TERRY and Mr. CONANT, of New York City; a barrel of magazines from Eaton's Neck Life Saving Station, Northport, N. Y.; boxes of magazines from Miss MARGARET WILLIAMS, of Newark, N. J., and Miss HALLOCK, of Orange, N. J.; a box of novels from Mrs. E. H. BECKWITH, of Montclair, N. J., and four bags of papers from Miss M. O. RICHARDS, of West Hartford, Conn.

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THE talk of "Christening" ships in the sense of naming them goes on, and the women selected to utter the name as they smash the wine-bottle at the launching are still called "god-mothers," but there is a lull in suggesting what shall take the place of the wine in the bottle when vessels are named. A correspondent asks "How would the breaking of a bottle or flask of sweet oil or its simple outpouring over the bow of a new vessel suit? It would symbolize smooth water and peaceful voyages. A much used and well understood proverb would thus be embodied."

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ONCE more Americans are crossing the sea in large numbers. Let them remember the claims of this Society to a share of the concert collections on the ocean liners. A Society that puts on an average two loan libraries a day (counting only the working days) on vessels going to sea, that cares for shipwrecked and destitute seamen, and aids in maintaining nearly forty chaplains to seamen in various ports of the world, and does all this without regard to the nationality of the beneficiaries, ought to be helped by voyagers of every name and nation. A kindly suggestion to this effect made to the Concert Committee and officers of the vessels may effect the object. Let the Sailor Societies on the other side have a share of the concert moneys, and those on this side have an equal share.

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LOAN LIBRARIES. The master of the ship *Saint Mark* writes of No. 10,174 :

The library has been the means of accomplishing much good, the books being cir-

culated freely among the men; the reading interesting as well as instructive, and in my opinion having a moral influence upon the men. It is a noble work the Society has undertaken, and by the grace of God may it be the instrument of much good work. Thanking you for the library.

The master of the ship *Celeste Burrill* writes of No. 10,528 :

In the name of my crew and myself I thank you very much for the loan of your library which was put on board my ship at New York in November, 1898; it has been a source of great profit and pleasure to us all, and in my opinion tends greatly to elevate the moral tone of the whole ship.

The commander of the U. S. S. *Detroit* writes of No. 10,646 :

Referring to the small library furnished this ship at New York in August last, I have to inform you that the same has been transferred to the U. S. S. *Monongahela* now at this yard (Portsmouth) in accordance with instructions contained within the box. In reply to inquiries found on the printed slip in the box, I would say, 1, that the library has been well read by the crew; 2, the benefit has been general; 3, it is reasonable to believe that spiritual blessing has come to those reading the books. With much appreciation.

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For The Sailors' Magazine.

## TWO PICTURES.

BY THE REV. A. S. GILBERT.

In the autumn of 1897 a missionary to seamen entered a boarding house for colored sailors. Among many others two colored men were playing cards for the drinks. One of these has a black skin, evil eye, and an ugly look that would indicate a wicked and criminal heart. His wages are spent for drink and in sinful pleasures.

A cordial invitation is extended to attend the afternoon prayer meeting at the Sailors' Bethel. With a shrug of the shoulder he replied "We never attend church services," and he seemed to scorn the idea. A kind word was spoken, a printed notice of the meeting given and the missionary passed along.

The invitation was not in vain, for this man came with other shipmates. They were received kindly and cordially invited to

come again, and the third day the Holy Spirit led this one to accept Christ as a personal Saviour. A marked change took place; his face was radiant with heavenly peace and joy, while the light and love of God filled his heart. He became an active worker for Christ, often bringing several of his shipmates to the meetings, and in his simple, earnest way directed them to the Saviour.

The evening he was baptized his face shone, and he could not express the fulness of peace and joy that filled his heart. His whole being was devoted to Christ, and Christ filled him with Himself. He would often refer to his beginning to live three days before Thanksgiving, and that since then he had been saving his wages and spending his time for Christ.

On one voyage their vessel encountered a fearful storm. With



little hope of reaching land his mates were full of terror, but he was singing. Asked if he had gone crazy his reply was "No; if we go down I shall go straight to heaven." After the storm was over liquor was offered him, but he refused, saying "I have a better spirit in my heart, one that fills me with constant delight and comfort; your spirits exhilarate for a little, then give you the headache."

In the spring of 1898 he stated in a meeting that he was going on a voyage for about a year, intending to save his money, attend school when he could and become a missionary to his people in the West Indies, or perhaps go to Africa. Thus he went out full of hope for future service, but as he never returned we believe that the Master has given him the opportunity for service beyond the sea of this life.

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*For The Sailors' Magazine.*

### SPEED.

BY H. T. MILLER.

Let us go speedily. Zech. viii: 21.

Some go not at all; they say "I go" but go not; many think they go, but go not; "a deceived heart hath turned them aside, they know not that a lie is in their right hand." Some creep along; like an unwilling boy to school, how tired they seem; slowly they admit the claims of Christ and slowly they obey, their voice is infantile, they are in counsel feeble, in action feebler still. Some go half-speed; not a few from indolence and inattention. Some from fear; the fog-horn, flash-light, steam-whistle retard their progress. Some have varied claims, and they are unable to go faster. Let us not measure their grain by our bushel. And yet some slow men exhibit surprising ingenuity. Years ago in the Levant we saw a Greek brig sailing along slowly; she had only two topsails and a staysail; the wind was fair, but her progress was slow. I asked the cause of this: "This is her first trip and all the sails they can buy you see; when they have earned a trifle of

freight, they will buy sail-cloth and make a foresail, and in time get a full suit of sails." We learn many things at sea. Some go with a full sail, they press towards the mark and the wind blows fair; the wind to heaven is always fair. Not a few go with a full sail of generosity. What bounty is found in the path of some Christians! They serve with a pound, when others serve with a penny. What time they give, what power they appropriate, what fulness of service! To them an abundant entrance will be administered into the everlasting kingdom as with every inch of canvas set they near the port. How will the angels and saints come down from the headlands and throng the shores in multitudinous array, and shout the welcome home!

---

I have four good reasons for being an abstainer from intoxicating drinks: my head is clearer; my health is better; my heart is lighter; and my purse is heavier.  
—*Dr. Guthrie.*

## PERILS OF THE SEA.

Some one has said that when sailors cease to swear it is time for passengers to pray. In general, this may be so; yet there are happenings at sea, dangerous to the mind of the passenger, that do not in the least trouble the sailor. A shipwreck, a ride through surf in an open boat, a capsizing, wetting and scrambling half dead to a rocky beach is a terrible experience to a landsman, but Jack and his masters would make light of it. A famous novelist (and landsman) recently met with such an adventure, and wrote it up with all the power of his pen backed by the deep impression it had made on his sensitive mind. In the book *On Many Seas*, the sailor-author treats of the same experience, and his humorous handling of the subject, compared with the strained intensity of the other, is more than laughable, and is appreciated best by first reading the powerful word painting of the landsman.

Jack has perils of his own. A boy was once warned against the calling by an aged sailorman, who, on being asked to define the greatest danger of the sea, solemnly closed a wrinkled eyelid and said, "The mate's brass-knuckles." He was a crippled, disfigured, broken-down "packet-rat," and spoke from the fullness of his rough experience in the packet-ships that foreran steam craft in the Atlantic passenger trade; the boy was the writer. Later in life, imbued with the ethics of the fore-castle, he understood the viewpoint of the old packet sailor, understood how small and trivial the risking of his life may appear to the forehand when compared with the stinging rebuke and sarcasm of

his shipmates, and the prompt and brutal punishment inflicted by the officers in case he shirks a dangerous duty; for it requires more courage for a sailor to refuse taking his life in his hands at the behest of a mate—often needless—than would carry him through the danger; and so, in time, he ceases to regard this danger as vital to his value or place in the world, consoling himself with the aphorism, "A man can die but once," and often supplementing it with a personal clause, "The sooner the better."

It is to the educated officer and passenger that danger presents itself in a defined and avoidable shape; and theirs is the only standpoint from which the subject may be approached.

The perils of the sea can be classed, broadly, under two headings: those arising from storm in its many aspects, and those due to obstructed vision—fog, darkness and snow. Fire, collisions with other craft, ice and derelicts, and strandings consequent on carelessness, might be considered as a third class, and dangers against which no vigilance or efficiency may prevail, such as tidal waves, waterspouts, spontaneous combustion, leakage of a rotten ship, and striking of uncharted sunken reefs could also be classed by themselves; but these, in their developed results, are so closely allied to the others that they may all be treated together.

Though not a common one, fire at sea is the most terrible of the happenings that can mar a voyage. A smell of smoke is noticed and a search for the cause begun. If not in the cabin or the forward-house, hatches are opened. Visi-



ble smoke arises, thicker as the air descends and fans the hidden and smouldering flame. Men, holding their breath, spring down and hunt for the fire—speculating wildly—until driven back. Hose is rigged and water poured tentatively over the cargo, to locate, if possible, by the thickening of the smoke, its situation. But the smoke is too black and too hot. Hatches are hastily closed and battened air-tight. Holes—as many as there are separate deck pumps—are cut in the deck over the presumed position of the fire, hose is inserted, well wrapped and the wrappings jammed into the holes to exclude the air, and the cargo is deluged; for no commander will hesitate to ruin a cargo to save his ship and her human freight. If the fire is conquered, and the vessel, with a charred and ill-smelling mess in her hold, reaches port, the ship is lucky. But the chances, with an inflammable cargo in a wooden hull, are against it.

Exploding lanterns in the hold or 'tween decks, bursting of boilers in steam craft and scattering of the furnace coals, the carrying away of the galley stove lashings in a gale and the spontaneous combustion of damp cotton or oil-soaked, non-conducting, organic material in the cargo, are the usual causes—fortunately rare—of fire at sea.

A very common peril of the sea is collision. Errors in judgment or the absence of lights and signals on either side may bring your craft into smashing contact with another. If your ship is the aggressor, grapple your victim, and, if a steam craft, keep your engines going ahead at full speed, keep your bow in the gaping wound you have made until the last man has climbed over your rail—and if

your own ship is the wounded one, climb yourself. Aside from the case of compartment steamers, there is little hope for the vessel that is rammed by another at full speed, though the bow of the assailant will often escape serious damage.

Or, instead of another craft, an iceberg may loom out of the fog to leeward, and you brace sharp on the wind only to find that the berg, impelled by a submarine current, is driving to windward faster than you tack. Frantically you clap on sail and brace sharper. The white monster draws near; then there is a turmoil of choppy sea over your lee rail, a snapping of yardarms and gear above, a descent upon your deck of riven wood and tons of ice, a smashing and scraping as your ship is pounded along, then a hurried clearing away and manning of boats, and an almost hopeless struggle to the windward—for what? Escape from the cold enemy and ultimate rescue, or death by starvation?

Uncharted rocks in mid-ocean occasionally come to light, and fortunate is the ship that finds them by sight instead of feeling. Captain L Lloyd, of the English ship *Compton*, reports seeing early in May, 1896, a rock sixty feet long, eight or ten feet wide, awash at the ends and about eight feet high at the middle, unknown and unmarked on any chart ever issued. He says that he found this menace in latitude forty-seven degrees north and longitude thirty-seven degrees twenty minutes west, a position squarely on the Southern Lane Route of transatlantic travel, with the nearest land, one of the Azores group, fully five hundred miles to the southeast. If this report is true, and submarine navigation is to be perfected,

how many Naronics may be found scattered around its base? Captain Lloyd claims that he saw it near by, at 7:40 o'clock in the morning of a clear day, under conditions which preclude all presumption of its being a derelict, and was so sure of its character that he did not lower a boat to examine it closer.

A danger to navigation that has of late years received specific attention from governments is the large number of water-logged hulks abandoned by their crews to drift aimlessly until broken up by a gale or destroyed by cruisers. The number, subtracted from and added to by each heavy gale, varies during winter months in the North Atlantic alone from twenty-five to forty-five. These dead ships, if lumber laden, will float indefinitely. The derelict schooner *Fannie E Wolston*, abandoned off Cape Hatteras in October, 1891, remained afloat nearly three years, and was reported forty-four times, making, in her wanderings, a zig-zag track around the Saragossa Sea of 8,575 miles. She was last reported about five hundred miles due southeast of where she started. Next on the list in point of time afloat comes the schooner *Wyer G. Sargent*—a beautiful, yachtlike craft, that carried the writer among her crew on her first voyage—with a record of twenty-one months and a track of 5,500 miles to her credit, and, after her, the schooner *W. B. White*, abandoned off Cape Hatteras in the blizzard of March 13, 1888, to wallow her way seaward, and, impelled by the middle of the three Gulf Stream divisions, lay her water-soaked bones upon one of the Hebrides ten months later. As a further instance of the tenacity with which derelicts may cling to

existence may be quoted the case of the ship *Fred B. Taylor*, cut in two by the steamship *Trave* about eighty miles southeast of Nantucket in June of 1892. The after end went north, grounding at Wells' Beach on the coast of Maine seven weeks later; and the bow, caught by the southerly shore current, drifted south, and was last seen off the Delaware capes on September 6, two and a half months from the time of collision. How many more vulnerable craft these floating reefs sent to the bottom during their wanderings can only be conjectured.

Of all the perils of the sea none is so frequently met with in low latitudes as the atmospheric disturbance known as the squall—a combination of wind, rain, thunder and lightning, presenting, however, two or three of these aspects oftener than all four. Air-currents maintain their homogeneity and identity much as do the currents of the sea, which travel thousands of miles before becoming diffused and lost in surrounding water. An area of warm, moist air at the surface may be overlain and inclosed by colder, dryer, compressing air. There is contraction and consequent increase of heat until, from some cause, a break occurs in the walls at one side, and toward this break the hot, humid air rushes, expanding and cooling, condensing its moisture as it goes, condensing its electricity—positive or negative—on the smaller aggregate surface of enlarging raindrops, and discharging this rain and electricity, until we have all the familiar phenomena of the thunder storm or squall. An inclosed body of warm, dry air, subject to the above conditions, will possibly manifest itself as a white squall—an invisible



fury that strikes without warning. A schooner with sheets aft, struck by a squall, if not relieved by dismasting, may capsize, fill through open hatches or cabin windows, and sink before the pressure is raised. A becalmed ship, with no steerageway and yards square, or nearly so, receiving this sudden pressure on the forward side of her canvas ("struck a back"), provided, of course, that the masts do not fall, may settle her stern, bury her cabin windows and doors and founder helplessly before she can gather sternway or be boxed around. But this does not always happen. A squall may pass harmlessly overhead or a quarter of a mile to one side, and again may strike the ship with no more manifestation of force than could be aroused by a fan. No man may gauge the amount of wind in a coming squall.

Consider that the enclosed area of warm, moist air finds no escape in a lateral direction and is pressed down by the heavier cold air until it breaks through above at one or more points of least resistance—punctures holes for itself to ascend. Toward these ascending columns the surrounding air rushes with a force varying with the distance from other columns, assumes a whirling motion—right or left—condenses as it rises—at the upper part first, then lower down—drags upwards a spinning, cone-shaped turmoil of water from the sea that almost meets the inverted cone of condensed vapor above, and here we have the waterspout—a tornado born at sea, with a possible vacuum centre which, if large enough, may surround a small craft and explode her hull from the sudden expansion of air in the hold as easily as farmhouses and barns are demol-

ished in the West. But this is theoretical, as waterspouts are unruly subjects for study, presenting little opportunity for inductive reasoning, and scientific data are rare. It is known, however, that the furious velocity of the whirling air currents is sufficient of itself to tear the masts out of the strongest of ships; the American bark *Reindeer*, Captain Strandt, for instance, had all three masts cut off below the lower mastheads by a waterspout that struck her while running up the Gulf Stream in February of 1888. The hull was not injured, and the crippled vessel reached Bermuda.

But it is also known that a modern steamship need not fear an ordinary waterspout. More than one of them has been shattered to a harmless fall of rain by the twenty-foot nose of a liner.

Ever present in the mind of a ship captain is the peril of storm with its concomitant heavy sea. And here it is well to say that it is not the wind that is dreaded; it is the waves. A ship will claw away from a lee shore in smooth water against any wind that will permit her to show a patch of slanting canvas. The heave of the sea is what annuls the law of physics and throws her on the rocks; and with sea room to leeward it is the tossing, straining, pounding of the waves that forces oakum from seams, wrenches plank-ends from fastenings, and causes the leak that sinks her.

Certain indications of a gale speak to the ship captain. He notes a falling barometer. The peculiar sensation—a combination of low pressure and humidity—which he calls the "smell of a blow," is upon him. Running at an angle with the wind is a long, rolling swell, and he knows that

somewhere beyond the horizon is the revolving storm that sent it. The sky obscures, the wind increases—steadily or in puffs—and a change in the temperature, warmer or colder, helps to indicate the ship's position in regard to the storm centre; for in the track of an advancing cyclone the thermometer will fall, and behind it, it will rise. Sail is shortened, and by this time the wind has assumed a definite direction. The captain consults his chart and his storm card—a transparent diagram with the vertical markings of a cyclone, the concentric circles—isobars—which show similar barometric readings, and a series of curves radiating from the centre—one for each point of the compass, on every part of which curve the wind is blowing from the same direction. Finding the ship's position on the chart, he selects the curve on the card marked with the direction of the wind at the ship, and placing the outer end of this curve, for he is probably on the outer circle of the storm, over the place of the ship, with meridians parallel, he marks through the centre of the card to the chart, and knows that about here is the “eye of the storm”—an area of “low barometer” ten to thirty miles across, where there is little or no wind, but which is marked by an agitated cross sea caused by the different directions of the blast as the centre advances.

It is this centre and surrounding wind that he must avoid. He knows its direction, but not the actual distance; though his barometer readings compared with those of the storm-card isobars may give him an idea. He knows that all circular storms larger in area than the short lived tornado or waterspout revolve, in the Northern Hemisphere, in a direc-

tion contrary to that of the hand of a watch—face upward; and that in the Southern Hemisphere the whirl is reversed. And he knows that the track of a storm centre is invariable. North of the Line, with sea room, he will bring his ship to the wind on the starboard tack under short sail, unless, as may be, the increasing gale is fair, or nearly so; then he scuds, while he may, with a greased hawser towing astern, or oil bags over the side, keeping the wind on the starboard bow or quarter; for, hove to or scudding, the wind on the starboard bow or quarter will tend to drift or blow the ship away from the centre, provided, of course, that she is not in a position to be overtaken by the advancing storm, which travels bodily from twelve to thirty miles an hour. In this case he must use his best judgment—scudding across the centre when he would have preferred heaving to, or heaving-to when he could have shortened his passage by scudding.—*Morgan Robertson, in The Saturday Evening Post.*

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### The Flag that Rules the Wave.

The “Jack,” say most authorities, refers to James VI. of Scotland (James I. of England), whose signature was always “Jacques.” It was so called because used as a “jack”—that is, in sea language, a flag displayed from the end of a staff on a bowsprit; hence the name “Union Jack” has come to be applied on land to the larger “union” flag itself. The opinion is to some extent confirmed by the sailors' personification of the yellow fever into “Yellow Jack,” which at first was merely a yellow flag or jack.—*The Mistakes we Make.*



## MARINE HOSPITAL SERVICE.

Few persons have any idea whatever of the variety and scope of the work of the marine hospital service of the United States government. They little realize, indeed, how far-reaching are the measures for the preservation of their health; how, tirelessly, in all parts of the world men are working to keep disease out of the United States. On the theory that an ounce of prevention is worth a pound of cure, the marine hospital service works to keep infectious disease out of the country, and not merely to stamp it out after it gets in. For this purpose it has agents in all parts of the world. No sooner is the presence of a plague made known in any part of the globe than a member of the United States marine hospital service goes there to see that, by no chance, shall an afflicted person come to the United States. This is a task which requires the utmost delicacy and diplomacy, for there is at present no warrant for it in international agreement. Yet the marine hospital service has regular commissioned officers to-day at Naples, Cadiz, Barcelona, Marseilles, Havre, Hamburg, Bremen, Rotterdam, Genoa, Antwerp, London, Liverpool, Glasgow, Queenstown, Rio Janeiro, Honolulu, Hong Kong and Kobe. These men act in a purely advisory capacity. If a native from an infected district seeks passage to the United States, and it is reasonable to suppose that he has been subjected to infection, the marine hospital officer advises him not to take the trip. He has no power to prevent him, but if the native persists in going he has only his trouble for his pains. The telegraph is faster than any steam-

ship and he finds upon his arrival another marine hospital officer awaiting him to put him in quarantine, and, if necessary, to return him to his native land. A measure, advocated by Representative Burton, is now before congress to place, through international negotiation, the United States marine hospital officer upon an official footing abroad.

The work of the marine hospital service in the war with Spain can not be over stated. It stands to-day as one of the greatest sanitary feats on record. A number of yachts and launches were bought and speedily turned into disinfecting and hospital ships. The service was called upon to bring 25,000 troops from Cuba, which had been directly and indirectly subjected to infection, and land them on American shores. At one time 12,000 of these troops were detained at a single camp. The work went on swiftly and the six quarantine stations disinfected, not only the 25,000 troops, but their baggage as well—and did it so thoroughly that not a single case of fever developed on American soil.

It may be safely said that the marine hospital service has learned to master the dreaded yellow fever. Less than a year ago a slight epidemic of this developed at Hampton, Va., and before it was discovered 3,500 persons had been exposed to the disease. The marine hospital service not only prevented its spread, but inside of three weeks it had effectually stamped out the fever altogether at Hampton. For the speedy suppression of a disease which had gained a pronounced foothold, this stands as a record. The service constantly

keeps men on the Mexican border and at the fruit ports of Central America to inspect all shipments into this country. Some petulant merchants have said that this supervision is a hindrance to business, but few will question the contention of Surgeon General Wyman that the purpose of the service is to facilitate commerce and to make it safe.

There are now six divisions to the marine hospital service—marine hospital division, division of domestic quarantine, division of foreign quarantine, division of accounts, division of statistics and public health reports, and miscellaneous division. The marine hospital service is almost as old as the general government itself. It was established, or rather provision was made for its establishment on July 16, 1798. For years prior to this time the leaven had been working, for in the house of representatives on November 19, 1792, Representative Williamson used the following language:

"Wherever it is possible that sailors may be sick, there I would make provision for their support and comfort. Hospitals should be erected, or lodgings hired, as the case may be, at every port of entry in the United States for sick and infirm seamen, where they may be properly attended during their indispositions."

Hospital treatment, or its equivalent, was given to sick and disabled seamen by the marine hospital service in Boston as early as 1779, the year following the establishment of the service. The first marine hospital owned by the government and established under the act of 1798 was located at Washington Point, Norfolk County, Va. It was purchased by the United States in 1800. Three

years later, in 1803, a marine hospital was completed for the port of Boston. It was located at Charlestown on the Mystic river. Provision was also made at that time for the establishment of a marine hospital at New Orleans. It was some years before the hospital was eventually established, but arrangements were made for the care of seamen at the local hospitals. Gradually the hospital service was extended to the principal ports along the Atlantic coast. A tax was collected from the seamen for their relief when sick or disabled, but the general government appropriated the money for building the hospitals.

In 1842 the service had gradually extended until hospitals had been authorized at Natchez, Miss., Napoleon, Ark.; St. Louis, Mo.; Paducah, Ky.; Pittsburg and Cleveland. In 1873 there was finished at Chicago what was considered at that time to be the finest marine hospital in existence. Before the hospital was quite finished, however, Dr. Woodworth, the supervising surgeon-general, had reached the conclusion that a hospital costing one fourth the amount would answer the purposes of the service equally well. He had in mind the pavillion style of hospital which later became the standard style of the marine service.

The service was reorganized in 1870 by an act which empowered collectors of customs to collect from owners of vessels arriving from a foreign port, or employed in the coasting trade, the sum of 40 cents for each seaman employed. The master was authorized to retain the amount from the wages of his employes. Nor was the service without proper recognition abroad. Within three years after its reorganization comments began



to appear upon it in the foreign papers. In particular were the London journals profuse in their praise of this peculiarly American institution. The London *Lancet* recommended that the American system be adopted.

During 1878 a law was passed establishing a national quarantine and the supervising surgeon-general of the marine hospital service under the secretary of the treasury was empowered to frame regulations governing quarantine. During the same year the terrible epidemic of yellow fever occurred in the Mississippi valley and congress promptly passed another law establishing a national board of health. This law was operative for four years when the authority reverted to the marine hospital officials. In reviewing the history of the national quarantine service Supervising Surgeon-General Woodworth said :

“The supervision of ocean travel ought to be directed to securing good sanitary conditions for vessels at all times, out of as well as in port; a system of port sanitation should be adopted and administered for each country or place separately and should be modified in particular cases by taking into account the liability of the port to infection, the period of incubation of the disease, the length of time consumed in the voyage and the measures enforced by the vessel en route. In some countries the detention of passengers and crews of ships hailing from infected ports is warranted, but for such time only as is necessary to complete the period of incubation of cholera or of yellow fever, counting from the date of departure of an infected port, or of landing from an infected vessel, and such vessel should not be

detained beyond the period required for inspection and thorough disinfection and cleansing. As far as America is concerned it is desirable that prompt and authoritative information should be had of the shipment of passengers or goods from districts infected with cholera or yellow fever, thereby insuring the thorough disinfection of infected articles.”

Surgeon-General Woodworth died in March, 1879, and Surgeon John B. Hamilton was appointed in his stead. Meanwhile the policy inaugurated by Dr. Woodworth had taken root, and in 1886 Surgeon-General Hamilton recommended that the national quarantine stations be made permanent and that they be equipped with all the necessary appliances known to modern sanitary science for the treatment of infected vessels and their cargoes. Accordingly, in 1887, the national quarantines on the Atlantic and Pacific coasts were made permanent institutions and \$500,000 was appropriated to establish three stations on the Pacific coast. Surgeon-General John B. Hamilton resigned in 1891 and President Harrison appointed Surgeon Walter Wyman, then on duty in the bureau as chief of the quarantine division, to succeed him.

In 1884 the hospital tax on individual seamen was abolished and a tonnage tax, received from foreign vessels, was substituted. The service is varied in its scope. While originally established and at present maintained for the benefit of the mercantile marine, its good offices are extended to the navy as well. The physical examination of candidates for appointment in the revenue cutter service, and of officers for promotion in the service, are made by medical officers

of the marine hospital service. Applicants for appointment for keeper or surfmen in the United States life saving are also examined as to their physical condition and, if appointed, instructed in methods for the resuscitation of the apparently drowned. Pilots must also pass an examination before a medical officer of the marine hospital service as to their ability to distinguish the colored lights used at sea.

The headquarters of the super-

vising surgeon-general are located in the Butler building on Capitol Hill in Washington. It is a most interesting place to visit. Experiments in the mastery of disease are constantly going on. The laboratory on the top floor is devoted to the development of germs of various diseases, the preparation of an anti-toxin for each and the inoculation of rabbits and guinea pigs, both with the bacillus and its anti-toxin.—*Marine Review*.

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### THE STORY OF A SHIPWRECK.

In perils of water. 2 Cor. xi: 20.

.... It was Paul's voyage from Cesarea to Philippi which suggested to me this sermon; and the whole journey to me is very much like the journey of one's life. The birth is the launching of the vessel. One meets with storms and they give way to sunshine. There is fair sailing and then there is the mighty tempest; but there is the entering into the harbor at last. Some make shipwrecks of their hopes. God pity them. Some enter the harbor with all sails gone, with the masts cut away, with the cargo thrown overboard, just barely saved, or, as Paul puts it, "So as by fire." While there are others who enter it with all sails set, with banners flying, with welcoming greetings from the angels, with great joy themselves. May we be all of that number. Out of the many lessons I might bring to you from such a subject, I present the following:

I. A good start in life is not all that is desirable. When Paul went on board the vessel, bound for Asia Minor, he might have well said, "All's well!" When he

landed at Sidon he might have said the same thing. He was a prisoner there, and yet the kind-hearted people told him that he might go on shore to refresh himself with his friends. He landed safely at Myra, too, and there he was transferred to the Alexandrian corn vessel, and up to this point a voyage was never begun more auspiciously. But from this point the wind began to be contrary; then the wind shifted and came from the south, and they took courage, but in a little while the tempest came and they lost control of the ship, and so, according to the language of the Scriptural narrative, they "let her drive."

1. It is a good thing to start well in this world; but you need more than that. Happy the man who has had the advantage of a Christian home; but that won't save. He is to be envied who has had a Christian mother and a noble authority; but many a man has started with all this, as the ship has left the port amid the booming of cannons and the sounds



of music, with all colors flying, and met with shipwreck before she touched the shore on the other side

We need more than Christian homes and good friends; the storms are too heavy and the nights too dark to go with these alone. We need Christ with us to day and every day, and with Him in the vessel we may smile at the storm.

2. That was a most uncertain voyage of Paul's. First there was fair sailing, then the contrary winds came upon them, then they ran under the lee of an island and waited for the wind to change; then they were caught in the great whirlwind, when the vessel began to creak and groan, when the timbers were sprung, and striking two currents, the two hundred and seventy five people who were on board found themselves struggling in the water.

And yet no one knows what a moment in this life may bring forth; and so the voyage of life is just as uncertain. Everything depends upon the single throb of your heart. When we close our eyes at night we are never sure that we shall open them again in the morning; when we say good night to our friends we are never sure that we shall say "good morning" to them. O men and women, out of the kingdom of God, what if this very night your pulses should cease to throb, and your lungs refuse to take in the breath of life, and your heart stop its beating, and before the morning you should stand in the eternity, what then? what then?

II. I have recently been reading the account of many shipwrecks, and so have found that there was a close analogy between them and the way souls were lost. This Alexandrian corn vessel had

lost her reckoning, when the man on the lookout announced that there were breakers ahead; no one knew what land was. They had been fourteen days without seeing the sun, and fourteen nights without seeing the stars; and so, in the din of the storm if one had cried out to the captain, What is the land ahead? his only answer could have been: "I cannot tell, for I have lost my reckoning." You will remember, some of you, that the good ship *Schuller* went to pieces on the Scilly rocks, because the captain had lost his reckoning, he thought he was three miles from the rocks, when, in an instant, he crashed onto them, and many souls were lost.

Many men are lost in the same way. There are souls here to-night which have lost their reckoning. Some of you have been sailing ten years, some twenty years, and some fifty years. Where do you stand to-night? How are you in your relation to God, to heaven, to the Bible, to Christ? I beseech you to stop for a moment and see. With reference to God, you are under His wrath, and I have read in this Book, "It is a fearful thing to fall into the hands of the living God."

With reference to heaven, you are sailing directly away from its harbor. With reference to the Bible, you are lost. Listen to the word I bring you: "He that believeth is not condemned, but he that believeth not is condemned already." With reference to Christ I have a wondrous message for you. Even in your lost condition He stands before you a Saviour; He is waiting patiently, He is pleading tenderly. But I also bring you the message that there is coming a time when He will cease to be a Saviour to you.

In a distant city, a man driving down the street lost control of his horse, and as it ran violently through the crowded streets, all were sure that only death was before the driver, when suddenly, an old man rushing out in the middle of the street, seized the frightened horse by the bit, hurled him back, and saved the life of the man in the carriage. The rescuer was one of the most prominent judges of the city. Not a great while after, the man who had been saved was arrested for a crime, and by a singular coincidence he was sent for trial to this very judge.

The trial was concluded and the time for sentence had come, when the prisoner was asked if he had anything to say why sentence should not be passed upon him. He rose trembling, took hold of the chair in front of him, and with tears streaming down his cheeks, he said, "Why, judge, don't you know who I am? I am the man you saved the other day in the runaway. Have mercy on me. You were merciful to me then, pity me now." The judge was much moved; he was still for a moment, then he said, "I did recognize you, and I am sorry for you, but you must remember then I was your saviour, but to-day I am your judge."

What a change it was! but O men and women, if you are not saved, the time is coming when just that change in Christ shall take place for you.

To-day He is a Saviour, able and willing and ready to save; but the time is coming when He shall no longer be your Saviour, but your Judge, sitting upon His throne, saying to you, "Depart, for I never knew you."

2. Many vessels go down in a

fog. In Queen Anne's time, one of her commanders lost nine ships with two thousand soldiers, and all because there were no lights warning him of the rocks before him. The best friend the mariner ever had is the lighthouse, with its faithful keeper, who sets the light so that it sends its beams out fourteen miles to sea. We are all of us more or less familiar with the Eddystone lighthouse. It was built first by a man who made it largely of wood, with all sorts of fanciful legends painted upon it, and it is said that the builder used often to stand on the topmost part of it and cry out, "Blow ye winds, rise, O ocean, break forth, O elements, and try my work." And the winds and the waves came up and destroyed his work. It was made the second time, with still some wood, but more of stone, and it went down again; then the third time it was made of solid rock and riveted down with bands of iron to the rock beneath, and on the very top of it there was placed the inscription: "Laus Deo," and Eddystone lighthouse stands to-day. But do you know that a vessel went to pieces almost touching the light, because there was such a dense fog that the light was hidden?

That is the reason so many souls are still in their lost condition. They are in a sort of spiritual fog. They say to us we can't see God, neither can we feel His love. We can't understand Christ and His power to save. We are in ignorance concerning the Bible; it is anything but a lamp to our feet. The fog for such people is very dense. There is only one thing to do, yield yourself to God without understanding. Put your hand in Christ's, even if you cannot see the way. Take up the Bible al-



ways with this prayer, "Open Thou my eyes that I may behold wondrous things out of Thy law." Start with the very faintest faith, and if you have no faith, then start with your great need. "Commit thy ways unto the Lord, trust also in Him, and He shall bring it to pass."

And behold at once the fog will begin to lift and to disappear, and you will find yourself in the clear sunlight of His love.

3. The trouble with the Alexandrian corn vessel was that she was caught in a storm. She sailed along several days and came to Crete, then to Fair Haven, then she was caught in a storm. That power which uproots trees, lays low villages, carries death and destruction in its way, took the Alexandrian vessel and shook her until the two hundred and seventy-five people, with one single exception, gave up all hope.

There are thousands of men who are caught in just such a storm as this. Temptation comes like a whirlwind; there is no time to consult the Bible, no time to turn to friends, almost no time to pray.

How true this is of men who have been caught with the awful fascination of drinking or gambling; how many times they tell us, "I didn't mean to do it; before I knew what I was doing, I was gone." This is the old, old story.

Talk about storms, there never has been such a storm, on inland sea, or mighty ocean, as the storm which meets a man in the journey of his life.

Yet when the storm was just beginning, perhaps in your boyhood, you had a warning. Off the island of Nantucket there is a bell buoy, which is still when the sea is calm; but when the waves begin to come up, the bell begins

to ring, and the higher the waves the louder the ringing of the bell. So you have heard the warning bell again and again. But whether you are just beginning, or in the very midst of the hurricane, I can tell you of One to-night who is able to save you, and who stands ready at your first cry for help to put underneath you His everlasting arms.

III. There is also a close analogy between the way ships are saved and the way the souls of men are rescued. Oh that the Spirit of God might show you your dangerous condition. Whenever a vessel on the sea is in a dangerous position and is in need of help, she always lifts the danger signal. Will you not do that to-night? The man who has reached this position where he is sensible enough of his lost condition to simply say, "Pray for me," has taken a long step towards salvation.

What do the sailors do when on the sea they have lost their reckoning? They turn their eyes northward, looking for the Pole star, finding that, they go their way rejoicing. The Lord Jesus Christ is the Pole Star for us; fix your eyes on Him and He will lead you out of all your darkness. Kirk White found it so when he wrote

"Once on the raging sea I rode,

The storm was loud, the night was dark,  
The ocean yawned and rudely blowed

The wind that tossed my foundering  
bark.

Deep horror then my vitals froze,

Death-struck I ceased the tide to stem,  
When suddenly a star arose,

It was the star of Bethlehem."

When the fog arises then the mariner studies the compass. This is the very best thing for him to do. And yet there is such a thing

as the faithful needle being diverted from the pole. It is otherwise with a peculiar magnetic plant, which grows upon our western plains. They call it the compass plant, because its electric leaves and petals point unwaveringly to the North Star. Let it be uprooted and planted with its leaves turned south, and it will gradually turn and bend them down again toward the north. But even more unerring than this is the compass of which I would speak to you, that is the Bible. No one yet in all the history of the world has gone wrong if he has followed its teachings. Study it, study it, and the way will come to be as bright as you would long to have it.

O ye who are lost to-night, I stand on the shore of the sea and throw out to you a cable. It is as strong as the love of God can make it; lay hold upon it and you shall be saved. The ropes that are used for lifting heavy masses or iron ore out of the mines to the earth's surface, are all tested before they are put to use; each strand is tested separately by having a strain upon it equal to that which the whole of them combined will have to stand.

Thus it is with this cable which I throw out to you. Paul took hold of it and it held; Bunyan took hold of it and it held; all the redeemed since the time of the cross have taken hold of it and it has held them every one. I beseech you lay hold of it now.

Lo, we have come back again to the shipwreck of St. Paul. The vessel had sprung a leak. After fourteen days and nights they give up hope; they decide to stay by the ship one night more, in order that she may be lightened they cast overboard all the cargo, then some one shouts land ahead, and they

sounded and found the water twenty fathoms deep; then they sounded again and it was fifteen fathoms deep; and they knew they were coming near to the land. Then they took up the anchors, committed themselves to the sea, loosed the rudder bands, hoisted up the mainsail to the winds, and made for the shore. Then they cast themselves into the sea, and some of them could swim, and they struck out for the shore, but the rest, some on boards and some on broken pieces of the ship; and so it came to pass that they escaped all safe to land.

The time will come when the journey of life shall be over for us; but the end will be not as it was with the sailors so long ago. The end will be peaceful. The end will be very happy, because we have Him with us who is the Master of every wind and wave and storm.

“Into the harbor of heaven we'll glide,  
Home at last.  
Softly we'll drift on the bright, silver tide,  
For we're home at last.  
Glory to God, all our trials are o'er,  
We'll stand then secure on the glorified shore.  
Glory to God we will shout evermore,  
Home at last. Home at last.”  
—Rev. J. Wilbur Chapman, D.D.,  
in *Union Gospel News*.

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GREAT and strange calms usually portend the most violent storms; and therefore, since storms and calms do always follow one another, certainly, of the two, it is much more eligible to have the storm first and the calm afterwards, since a calm before a storm is commonly a peace of a man's making, but a calm after a storm a peace of God's.—Robert South.



# “THE SEA IS HIS.”

## THE NOISE OF THE SEA.

(He) stilleth the noise of the seas, the noise of their waves, and the tumult of the people. Ps. 65: 7.

The noise of the sea is continuous, constant, unintermittent. At times the earth is still, but the sea never. Winter wraps the continent in ice and snow, and padlocks the streams, and hushes the chirp of cricket and the song of bird; but no icy gag is ever put in the ocean's mouth.

On a summer's night the earth for a few brief hours is quiet. The morning breeze has not begun to rustle the trees; the sparrows have not yet awakened; it is so still that a falling leaf is audible, but there is no midnight hush upon the sea.

It is always booming on the sandy shore, bellowing against the obstinate rocks, splashing against the bows of the sturdy ship that is finding its trackless way through the billows. Even in its mildest moods it is speaking in unmistakable tones, though sometimes only with a sibilant hiss, or as a tiger purrs upon its victim before it springs. It is never silent, even at its quietest.

In a storm how it roars and thunders and crashes upon the rocks, and, with a deafening thud, pounds the land! How the shrill wind shrieks aloft in the rigging of the beleaguered ship, while the waves bellow and scream in their wrath, as if they would make common cause for her destruction!

All this noise and tumult is heard in the frequent gale that brings with it no great sense of danger; but when the fearful storm arises, and all the winds are loosed, and all the billows roar,

what pen can describe the deafening noise? In comparison with it Niagara is a lullaby. The roar of artillery is drowned by it. The speaking-trumpet at the captain's mouth is a boy's useless plaything.

But the sea is His, and He made it, and by Him can its proud waves be stayed. He has said once, and can say again, “Peace, be still.” “The floods have lifted up, O Lord, the floods have lifted up their voice; the floods lift up their waves. The Lord on high is mightier than the noise of many waters, yea, than the mighty waves of the sea. He stilleth the noise of the seas, the noise of their waves, and the tumult of the people.”

## THIS GREAT AND WIDE SEA.

One must go to sea before he appreciates these adjectives. One may think he knows what “great” and “wide” mean before he has sailed the salt seas, but that can hardly be.

A vast prairie is great and wide; but the limitations of the widest are, after all, close at hand. There, too, are the ranchman's house, and the grazing cattle dotting the level plain, and the miniature haystack mountain, which relieves the sense of loneliness. But the cattle of the sea are all beneath the waves, and the haystacks are only inconstant mounds of water, and there is no permanent abode of man on all the tumbling plain.

You sail to-day, and to-morrow, and the day after, and the day after that, and still you are apparently no nearer the boundary of the great and wide plain of restless water than when you started; still it stretches before you, on and on and on, vast, boundless, unbroken, and untenanted. No fence

lines break the watery desert. No sign of man's occupation can you discern.

Poets talk of the "sails of commerce whitening every sea." But this is a great stretch of poetic license. As a matter of fact, even on the busy Atlantic the sight of a sail is an event, and on the lonely Pacific it is something to be talked of for a week. So lost and swallowed up on His great and wide sea are the navies of the world that you may sail there as I have done for three full weeks in a fast steamer without being gladdened by a sign that in all this wide world is another human being besides those on the ship on which you are sailing.

But this great and wide sea He hath made. We cannot get beyond His might and power. There is no sailless stretch of ocean too wide for Him to compass. There is no vast expanse of storm-tossed wave too mighty for Him to know. He knows it for He hath made it. As a carpenter knows the house which he has built, as the painter knows the picture which he has painted, as the jeweller knows the watch which he has constructed, so He knows the great and wide sea which He hath made.

Then on its seething, shoreless billows I will rest secure for He hath made every wave and ripple, and He hath measured the waters in the hollow of His hand.

#### THERE WAS NO MORE SEA.

Why? Is not the sea beautiful and life-giving? Does it not reflect the blue of heaven and the glint of every sunbeam? Does it not bring verdure to every continent, and bloom to every rose, and life to every living thing? Yes, all this true, and more than this, more than can be recorded

in a dozen libraries. Still, it is a joyous thought that there comes a time when there shall be no sea. It is scarcely too much to say that to day there is no sea.

The sea in John's time was mysterious. It was an awful, unexplored secret. No one had ever sailed beyond the pillars of Hercules, for beyond them was the awful precipice over which all adventurous sailors must topple.

To John, the apostle, too, the sea was not only mysterious, but dangerous. Many shallops sailed out from the harbor of Patmos that never came back. Tides and currents, winds and waves, were little understood in his day. Compasses and chronometers there were none. He who went to sea took his life in his hand. No wonder he wrote of the fair Canaan beyond the swelling flood, "There was no more sea."

Moreover, in the apostle's day the sea was the very synonym for separation. Home, country, kindred, friends, were on this side; exile and homelessness lay beyond. That there was to be no more sea meant that there was to be no darksome mystery, no peril, no separation, in the new Jerusalem.

But already the sea is being abolished. It has almost departed. It is no longer the dark, mysterious home of unknown tragedies as two thousand years ago. It has been measured and sounded and analyzed and weighed. Science has shown us that He whose hands formed the dry land made the sea as well, and the fearsome mystery has been taken out of it.

No longer is it an awful thing of peril, a tiger crouching for its prey, a maelstrom of terror waiting for the unwary seaman. It is well-nigh as safe a highway as the solid land, and across its measured



miles the steamers plough their certain way on schedule time, as railroad trains roll from station to station. For the sea is His, and He made it, and He formed of it a path from shore to shore.

Now, too, it no longer separates, as in the apostle's time, but unites. It brings nations close together. It forms the world's great highway and connecting bond. For the sea is His, and He made it to join, and not to part, the nations and their peoples. Already, as I have said, the sea of the Revelator has been in a sense abolished. Its mystery, its peril, its divisive walls of waves, are things of the past, and so far forth there is no more sea, since we have learned that He hath made it, and what He hath made works only good and altogether good for those that love Him.—*The Rev. Francis E. Clark, in The Christian Endeavor World.*

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### President McKinley's Recommendations.

The value of an American merchant marine to the extension of our commercial trade and the strengthening of our power upon the sea invites the immediate action of congress. Our national development will be one-sided and unsatisfactory so long as the remarkable growth of our inland industries remains unaccompanied by progress on the seas. There is no lack of constitutional authority for legislation which shall give to the country maritime strength commensurate with its industrial achievements and with its rank among the nations of the earth. The past year has recorded exceptional activity in our ship yards and the promises of continual prosperity in ship building are

abundant. Advanced legislation for the protection of our seamen has been enacted. Our coast trade, under regulations wisely framed at the beginning of the government and since, shows results for the past fiscal year unequalled in our records or those of any other power. We shall fail to realize our opportunities, however, if we complacently regard only matters at home and blind ourselves to the necessity of securing our share in the valuable carrying trade of the world.

Last year American vessels transported a smaller share of our exports and imports than during any former year in all our history, and the measure of our dependence upon foreign shipping was painfully manifested to our people. Without any choice of our own, but from necessity, the departments of the government, charged with military and naval operations in the east and west Indies, had to obtain from foreign flags merchant vessels essential for those operations. The other great nations have not hesitated to adopt the required means to develop their shipping as a factor in national defence and as one of the surest and speediest means of obtaining for their producers a share in foreign markets. Like vigilance and effort on our part cannot fail to improve our situation, which is regarded with humiliation at home and with surprise abroad. Even these sacrifices, which at the beginning may be involved, will be offset later by more than equivalent gains. The expense is as nothing compared to the advantage to be achieved. The re-establishment of our merchant marine involves, in a large measure, our continued industrial progress and the extension of our

commercial triumphs. I am satisfied the judgment of the country favors the policy of aid to our merchant marine, which will broaden our commerce and markets and upbuild our sea carrying capacity for the products of agriculture and manufacture; which, with the increase of our navy, mean more work and wages to our countrymen, as well as a safeguard to American interests in every part of the world.—*From message to Fifty-sixth Congress.*

### The Devilishness of the Drink Appetite.

An old sailor relates how in his youth he was homeward bound from Santa Anna with a cargo of mahogany, and when off Cape Campeache one calm afternoon, leaned over the taffrail, looking down into the sea on the watch for fish. Suddenly a gloomy shade came over the bright water, and up rose a fearsome monster some eighteen feet across, in a general outline more like a skate than anything else, all except the head. There, what appeared to be two curious horns about three feet apart rose on each side of the most horrible pair of eyes imaginable. A shark's eyes as he turns sideways under your vessel's counter

and looks up to see if any one is coming, are ghastly, green and cruel, but this thing's eyes were all this and much more. He felt that the Book of Revelation was incomplete without this monster, and his gaze has haunted him through all the years since.

Although quite sick and giddy at the sight of such a boggy, he could not move until the awful thing suddenly waving what seemed like mighty wings, soared up out of the water soundlessly, to a height of about six feet, falling again with a thunderous splash that might have been heard for miles. The sailor fainted with fright. The creature was gamboling in play, but it has never seemed possible for him to believe such awe-inspiring horrors capable of sport.

The drink habit is like that devil-fish; it has feelers, long and far-reaching, that are cruel as death where they set their hold. It has eyes fiendish as the Evil One, and it destroys its multitudes while sporting with them. It plays but for to debauch and kill. That this deadly evil—the most deadly of all that curse humanity—should be the associate of man's amusement, and strike him with deadliest blow in the midst of his search for enjoyment is one of the mocking things of life.

## WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

### At Stations on the Foreign Field.

#### Japan.

NAGASAKI.

Mr. JOHN MAKINS writes on April 17:

The duties of the past few months seem to have been hard to perform but God's grace has been sufficient. To-day the

clouds have rolled away and I look forward to a brighter future. A new worker is on the way to help me, so says a cablegram I received from Miss ANTOINETTE P. JONES. BARBER & Co. have generously given a passage via Suez to Mr. CHARLES MOSLEY, of Portland, Me. Mr. MOSLEY will arrive here the latter end



of May and we hope for much good work. The greatest difficulty I have had since coming here has been caused by the lack of efficient help to do the work.

War-ships are beginning to come up here from Manila, and it seems as though we are likely to have a very busy summer. Just now we have in port the U. S. S. *New Orleans*, the U. S. S. *Bennington*, H. M. S. *Centurion*, H. M. S. *Irene*, and the German Admiral on the flag ship *Hertha*. The *New Orleans* has been here over a month and will be here another month before her repairs are completed. We have held services aboard every Sunday morning. The crew seem to be interested in these meetings and we are praying that many may be convicted of sin and decide to serve God. A very pleasant entertainment was given the men from the *New Orleans* on the 3rd, ten of the ship's company taking part. The ladies furnished refreshments, and a very enjoyable evening was spent by those who had liberty to come.

For some time we have greatly felt the need of a good piano and I am glad to say the need has been supplied by the Rev. HERBERT E. HOUSE, of Tientsin, China. To Mr. HOUSE was given a piano for his seamen's work there, and as he has to return home and the work there is closed, he has purposed to leave the piano here.

For the quarter ending March 31, we are pleased to report the following:

Number of American ships in port, 46, all others, (not counting Japanese), 155; religious services held in chapel, 14, on shipboard, 3, elsewhere, 1; average attendance of seamen at religious services, 25, of others, 5; religious visits made to hospitals, 3, on ships, 27; Bibles and Testaments distributed, 2, tracts, 855.

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### Chile, S. A.

VALPARAISO.

The Rev. FRANK THOMPSON writes on April 3:

We have had a very busy and prosperous period the last three months. In addition to an unusually large number of sailing vessels we have had the U. S. training ship *Hartford* with her four hundred and twenty-five young, active sailors. We had great pleasure in doing all in our power in assisting chaplain STEELE to make the stay of the *Hartford* profitable to his parish of young sailors during their

visit, and put on board for their use at sea all the reading we could gather together on the spur of the moment. Many of these young men under chaplain STEELE's care were most exemplary in conduct during their liberty period on shore. Evidently chaplain STEELE is the right man for the place. The chaplain took forty of these young men to Santiago, where they spent two days. All came back to the ship declaring they had a splendid time, and the chaplain said they behaved themselves like gentlemen. Large numbers of them stayed by preference at the Sailors' Rest while on liberty in this port. Evidently the chaplain's words on board during the voyage down from San Francisco had not been in vain.

Although we have two lines of steamers between this port and New York direct, we rarely see the American flag flying on a ship. Only two vessels this quarter, the *Hartford* and *Manning*, flew our beloved flag in port.

I am not sure but our new departure in methods of work will be a surprise even to ourselves. So far as the last quarter tells the story we have reached a greater number of sailors personally, and a larger number have heard the gospel preached than during a similar period when we assembled on the Bethel. The work is much more onerous for the chaplain, rushing from ship to ship, but the results are better, and the work is a positive pleasure. It is only a question of endurance. The social aspect of this work, such as concerts, tea parties, &c., &c., has of necessity been given up entirely, and I cannot say as yet that we suffer any detriment from this. On the contrary, in our port at least, the gospel work, pure and simple, seems to have gained in strength and effectiveness. It may be different in other ports; we speak only for ourselves.

What we do need very badly here is a decent sailors' Home, where men staying on shore waiting to ship may find clean, comfortable lodgings at moderate rates. I trust we may soon have such a place.

All our meetings for the past quarter have been marked by an excellent spiritual tone.

Number of American ships in port since last statement, 2 U. S. war-vessels, all others, 259; religious services on steamship *Coquimbo*, 12, on other vessels, 21, in hospital, 5, elsewhere, 8; average attendance of seamen at religious services, 88, of others, 5; religious visits made to hospitals, 18, on ships, 240, in boarding

houses, 9; Bibles and Testaments distributed, 11, gospels, 29, tracts, 1,200, papers, 530, magazines, 92, books, 70.

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## Argentine Republic.

BUENOS AYRES.

Mr. G. L. CHAMBERLAIN writes on April 10:

Number of American ships in port since last statement, 4, all others, about 1,000; religious services held in chapel, 25, elsewhere, 2; average attendance of seamen at religious services, 25, of others, 3; religious visits to hospitals, 3, on ships, about 200; tracts, &c., distributed in large quantities.

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ROSARIO.

Capt. F. ERICSSON writes on April 20:

The population here has only made fun of the bubonic plague which has quarantined the city and are saying "la peste está en los bolsillos," (is in the purses), "there was money needed." And the fact is that it has been very expensive for many vessels here both in means and time, and no little expense will fall on Rosario in an indirect way.

Our mission work was hindered by the

heat. We are better provided with helpers now than ever before. The Rev. and Mrs. W. H. T. BLAIR hold services every Sunday evening; they also visit vessels and invite sailors to their own home at their own expense; as the fare to their home is fifty cents for each person they give both time and money freely. God bless them!

Our meetings have not been so well attended this quarter, owing first to the dreadful heat, and second to the forbidding of seamen on many ships to stay ashore after sunset.

Boarders in the Home during the quarter, 89; ships visited, 153; services held, 36; visits to hospitals, 25; tracts and magazines distributed, about 2,800; bundles of reading matter given to sailors, 94.

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## Uruguay.

MONTEVIDEO.

The Rev. GEO. P. HOWARD writes on March 31:

Religious services held in chapel, 26, elsewhere, 12; average attendance of seamen at religious services, 10, of others, 65; religious visits made to hospitals, 8, on ships, 25, in boarding houses, 5; tracts distributed, 35 rolls of about 600 pages each.

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## At Ports in the United States.

### Massachusetts.

GLOUCESTER.

The Rev. E. C. CHARLTON writes on June 5:

It may seem needless to tell you that I read the SAILORS' MAGAZINE with increasing pleasure.

The opening new year found nearly one hundred persons bowing at our altar in solemn prayer and consecration; four of the number were saved about that hour. Since then we had seventy public requests for prayers and nineteen professed conversions. I have baptized five, married four couples, attended seven funerals, listened to one confession, given about one hundred pledges, healed several that were sick; I have sought and found three that were lost (to their friends at home); organized a Hope Club with twenty members; have held five outdoor services; preached every Sunday and oc-

asionally during the week; Wednesday evenings I conduct a Pentecostal service, giving Bible expositions of the deeper things revealed by the Spirit. Our Christian Seamen's Brotherhood is a great success; they have charge of the Monday evening gospel service and also the Saturday evening gospel temperance meeting. On Sunday evenings I gather as many of these beloved workers as are available around me on the platform, where they do excellent service; they also support my outdoor service fifteen minutes prior to the regular Sunday evening service.

During February we entirely renovated, papered and painted the parlor, reading and reception rooms, and put in new reading desks, also new easy and attractive folding chairs for the chapel; personal friends, a devoted lady in New Jersey and a gentleman in New Mexico paying for it. Extensive changes and improvements were also made in the front of the building.



The social work has received but little attention the past winter for want of the right helpers. Our time and strength have been given almost exclusively to the spiritual work; the results have been correspondingly satisfactory.

As I review my ten years' work among the fisherfolks and see the obstacles that have been overcome, and view the triumphs of grace, I praise the Lord and take courage. My health was never better nor my faith stronger. "The abundance of the sea shall yet be turned unto our God."

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## New York.

NEW YORK.

The twelfth annual report of the Seamen's Christian Association of New York, located at 399 West Street, is worthy of notice in this Magazine. The secretary, Miss EMMA M. BANGS, writes of the progress made since the incorporation of the society in 1893, and describes the building now occupied by it, the reading room on the first floor, the chapel on the second, seating 300 persons, the Board Room, dining room and kitchen on the third floor, all well appointed for the purpose of each. About a thousand men were feasted in the dining room on special occasions during the year, and stranded men waiting for a ship received free meals, if found worthy, and lodgings were provided for them in a respectable house. Hundreds of seamen are shipped every year and "blood money" is never taken. STAFFORD WRIGHT, the energetic superintendent, is solving for himself in his dealings with the great steamship lines, the difficult question of shipping seamen. He satisfies at once the lines, the seamen and his own conscience.

The following quotations from letters written and testimonies given are necessarily brief. Connected with the statistical report they show that this Association is doing much good in every way to seamen. Visitors to its new premises will be cheered by their appearance and the evidence they afford of the Christian head

and heart invested in the abundant work carried on at 399 West Street.

"I feel it my duty to yourself and the many kind hearts connected with your Association to thank you and them for the many kind acts of loving charity I have received."

"Will you please to convey to all the ladies of this Mission my heartfelt thanks on behalf of my shipmates for what they have done for us?"

"I was stranded here in New York and came to Mr. W. and he found me a shelter. I wish to thank the janitor for his kindness in getting my clothes from the railroad depot, at the cost of one dollar."

"I assure you no words of mine can explain the thankfulness of my heart towards you and members of your Association who so nobly stretch out a helping hand to those in distress. I've learned to love the dear Saviour and trust Him."

"I hope the good Master will reward you a hundredfold for all you have done for my sea going brothers."

"Am sure there is no place so comfortable as yours for the seafaring class; one is always hearing that which is for his good benefit. You do not only find seamen lodgings, food, etc., but, best of all, a ship as early as possible."

"I have visited the principal seaports on the eastern coast of America and several in Europe, and the different missions for seamen, and can truthfully say that I have yet to find the equal of the Seamen's Christian Association, where a seaman can find such a pleasant welcome, and where by making his troubles known, if he has any, he can be attended to with promptness and with a Christian spirit that makes a new man of him."

"Am much obliged for all you did for me when I was in New York. I have not drunk anything yet, and with God's help I will beware of that."

"We, the undersigned, members of the British ship *Somali*, wish to thank Mr. WRIGHT for his kindness and the trouble he has taken for our welfare. Hoping he may long be spared to continue his labor is the earnest wish of us all."

"I think I was left in New York that I might be brought to my senses. I don't know how to thank you for what you did for me when I was with you."

Statistical report: Aggregate attendance, 35,227; attendance of seamen, 31,504, visitors, 3,723; ships visited, 486; services held at mission and on shipboard, 471; requests for prayer, 1,202; new men,

2,976; letters written, 2,114, received, 1,153; temperance pledges, 405; lodgings to seamen, 613; meals to seamen, 2 080; New Testaments distributed, 164, Bibles, 120, packages of reading matter, including tracts, 10 580, knitted articles, 211, comfort bags, 697; visits to hospitals, 13; seamen shipped, 500; funerals from Mission House, 2; money banked and sent home to friends, \$2,279.

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### Louisiana.

#### NEW ORLEANS.

Mr. JAMES SHERRARD writes on May 9:

The attendance at the Bethel has decreased very much lately, owing to the few English speaking seamen in our neighborhood. Spanish, German, Austrian and Portuguese ships are largely in the majority along the river front in our vicinity. The best we can do for them at present is to supply them with tracts, Testaments and other reading matter in their own languages. We hope before long that laborers may turn up who can speak to them in their mother tongue. We have had two interesting Chilean sailors with us recently. They were full of Christian zeal and devotion to their Saviour. One of them would be desirable for work among Spanish speaking people.

Seventy-six visits were made to ships and 899 invitations and tracts distributed; 493 sailors availed themselves of the reading room privileges; 117 wrote letters to their homes from the Bethel; 45 sailors and 55 citizens attended the seven religious services held; 124 seamen and 145 citizens were present at the three entertainments provided for their pleasure; 10 visits were made to the sailors in the Touro Infirmary and U. S. Marine Hospital, and 42 attended the six services held at the latter place; 577 papers, 198 magazines, 24 Testaments and gospels and 11 comfort bags were distributed. Contributions of reading matter were received from many,

hold prayer meetings on three of the six evenings of the week, and every week day at noon. In all these meetings some special effort is made to persuade sinners to come to the Saviour, and we often have the joy of welcoming them, one by one, into the kingdom of God. The large majority of our converts are won by this nand-culling work. The other evenings of the week are used for temperance, business and social meetings. Many social and religious meetings are held on board ships lying in the stream. On nearly all the ships thus visited the visitors are heartily welcomed by officers and men.

A very important aid in our work is our large, cheerful, well lighted reading room, which is open and free on all days and evenings. It is well-furnished with a good library and a large supply of magazines and papers, in many languages and from many lands. Some of these are purchased and some are donated by the publishers. They are so arranged on tables and files as to be easy of access and convenient to use. The walls are nicely decorated with maps, pictures, and carved models of ships, these last donated by sailors who like to leave with us some token of remembrance. Our large English dictionary was used so freely that it went all to pieces, and in procuring the largest size Standard we had it fastened down in an open box, so that it could not so easily be abused. The room is well patronized and often thronged. During the year there were more than twenty-five thousand visits to the room.

In view of the increasing number of French and German vessels coming to this port, we have furnished a small room for the exclusive use of French seamen, and intend, as soon as we can procure the means, to furnish another for the Germans. These seamen will feel more at home in rooms of their own, decorated with their own flags.

In the reading room is our post office department, where thousands of letters are received and written by sailors. Stationery is furnished free to all seamen, and many hearts in many distant homes are thus made glad. In this room is kept a supply of Bibles in many languages, and they are much used. We often see men come in from the wharves in their working clothes and sit down in a quiet place with the Bible. Where they work the whole atmosphere is full of opposition to religion, and this is the only place where they can get alone for meditation, prayer and study of the Word.

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### California.

#### SAN FRANCISCO.

From the fortieth annual report of the San Francisco Port Society:

The church is open all the time and we have some religious service every day in the week. Besides the regular Sunday services, as held in other churches, we



This room gives the opportunity for effective efforts for the salvation of men. In one of our meetings a sailor gave us this experience: "It is more than four years since I was in this place. I was sitting in the reading room, when some one put his hand on my shoulder and asked me to go into the noonday prayer meeting. I date my conversion back to that time when I was in your meeting."

In an evening meeting a sailor testified thus: "This morning I went along the waterfront looking for work, but could not find any. I felt like cursing God for my bad luck. I came into the reading room to read, and was asked to come into the prayer meeting. Something that was said touched my heart, and now I am a changed man. Then I was told where I could get work, and now I expect to go to work on Monday."

We try to fill up the leisure time of seamen with good reading. While on shore our reading room supplies the need, but at sea the want must be filled in some other way. The Seamen's Friend Societies of New York and Great Britain have put on board of vessels many thousands of small libraries in bags and cases, and these have done a great deal of good. Lack of means has prevented our doing this except on a small scale. But in place of this we have put up large bundles of useful papers and magazines, taken from our room and gathered from families in sympathy with our work, and put them aboard a great number of out-bound vessels. Many thousands of good papers have been sent out thus during the year. We have distributed also a great many thousands of religious tracts, from our own printing press and from various tract societies. The Rev. E. F. MUNSTER, of Belfast, Ireland, has kindly sent us liberal quantities of attractive literature of this kind, for which we are under great obligations to him. Our press has issued many thousands of tracts, cards, &c., during the year.

In no other way do sailors suffer more than in their necessary lack of the social blessings that constitute so large a part of the joy of life on the land. We have always done what was in our power to do to supply to them this help while on shore. For many years our annual Thanksgiving Day has given occasion to give to as many sailors as can be crowded into our social room an old fashioned Thanksgiving dinner, with flowers, songs and cheerful talks, which the men have greatly enjoyed.

One evening of each week is set apart for a more quiet entertainment for body, mind and soul, and a still more quiet "tea" is given every Sunday, just before the evening service. In most of these social gatherings the "laboring oar" is in the hands of our friends, the Floating Society of Christian Endeavor, whose hearts God has moved with sympathy and love for the men of the sea. They have bestowed much time, labor and sacrifice on this good work. They have charge also of one of our weekly religious meetings. We thank God and them for their kindly, efficient aid.

It is by the use of their gasoline launch that we are able to carry on this constant visitation of the ships lying at anchor in our inner harbor, by which much good is done. Before the ships dock our missionary visits them, invites them to our meetings, gives them kindly greetings, and when occasion offers holds religious services with them. These visits are always welcomed, and give the men a wholesome first impression of our port. Heretofore this first visit has been that of the runner with his "black bottle," which has done great mischief among the men. Many seamen have been led to the meetings in the church by these early visits to their vessels, some of whom have been surely led to Christ. Our intention and effort is to visit all in-bound ships before they reach the wharves. Sometimes, also, a company of Christians go out on the launch and hold farewell services on ships in the stream and just ready for sea. This gives to the Christian seamen on board an introduction, as such, to their new shipmates, and a good start for future effort among them. More than three thousand visits to ships have been made during the year.

We are often asked how we can be sure that these conversions of seamen are genuine. I know of no better test of the fact of conversion than a sea voyage. On the land thousands of people get into churches who were never converted at all, but pass for Christians because they have never been tested. But this thing cannot be done at sea. There every man is forced to appear in his true colors. If a sailor is not really converted his professed piety is very quickly knocked out of him. None but genuine religion can endure the trial of a sea life. No hypocrite can pass fore-castle scrutiny. Not all of those whom we have believed converted have stood this trial, but a great many of them have come out victors. Hundreds have written

us like this: "It is very hard to live a Christian life on board this ship, but God has helped me to stand, so far, and I believe He will continue to help me." And these come back to us after one year, two years, ten years, still holding fast to their confession. No brighter Christians can be found anywhere than converted seamen. Do not testimonies like these sound genuine?

"When I was here, two years ago, I left the hospital partly cured, but unfit to work. I had no food, no lodging, no money and no friend. I went down on Mission Street wharf, intending to drown myself. But as I stood ready to jump something seemed to pull me back. I went up town cursing God and praying Him to send me to hell. I came here into your meeting and gave myself to God. Not being well enough to go to sea, I went up into the mountains, lived a Christian life there for fourteen months, and then came down here a very happy man. . . . Just two years after that dreadful night I was in the same condition as before—no work and no money. I went down to that wharf and stood in the same place as before. I looked up at the bright stars and praised God that poor as I was, I was richer than any millionaire, for I had God for my Father. I thought of the suicide and the child of God. I was a very happy man that night, though I had no place to lay my head and nothing to eat."

The carpenter of the British ship *Alcides* spoke thus in one of our meetings, just before leaving port: "I never left San Francisco like this before. I came here a lost sinner—a victim of vice. I came to this place and found my Saviour here. Had I died after leaving here at any other time I should have gone down, down, down, down; but now I go to sea happy in Christ and sure of salvation. If I die on this voyage, I shall go straight to glory."

Our people held a religious service on an English ship lying in the stream, and in one of our meetings in the church one of the crew told us the result of that meeting: "After the meeting I went on deck really resolved to give my heart to God. Then the temptation of Satan came 'What is the use of your trying? You cannot live a Christian life aboard this ship.' I knew it was the devil tempting me, and ran right forward, plumped down on my knees, and prayed to God with all my might. He heard me and filled me full of His great love. And now

I cannot keep still. I *must* bring my shipmates to Christ, too." The captain of this ship said to us, "I never make a voyage, now, without having some of my men come to Christ for salvation."

And this illustrates what I said before, of the way in which the mass of these millions of seamen must be won to Christ and salvation. We must have thousands of religious captains able to say just what this one says: "I never make a voyage without having my men come to Christ;" and tens of thousands of men like this converted sailor, who shall feel and say, "I cannot keep still—I *must* bring my shipmates to Christ." Thus will the gospel of salvation be effectually preached to the millions that "do business in great waters," and before very long "the abundance of the sea shall be converted to God."

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## Oregon.

### PORTLAND.

Mr. W. S. FLETCHER writes on May 28:

I thought in sending this report that it would be for the best interest of our work here to get Dr. HAY to make out a report of the Institute work and send it in my report as I am attending all its services, so you could see the good work that we are doing in the mission and Institute. I have been most happily surprised at the large number of officers, men and boys that attend all our services at the Institute, as well as the large attendance of ladies and gentlemen who take a large interest in our work. I find in Dr. HAY a true Christian, one that every one loves and respects that comes to our mission and Institute. I only hope and pray that our next chaplain may turn out to be such a man.

Number of American ships in port since last statement, 1, all others, 19; religious services held in chapel (at Institute), 18, on shipboard, 6, in hospital, 7; family prayers in Institute, 50; attendance of seamen at religious services at Institute chapel, 365, others, 98, at prayers each evening, 856; religious visits to hospitals, 7, on ships, 112, in boarding houses, 10; tracts distributed, 1,654, religious papers, 1,738, magazines, 368, books "At Sea and in Port," 9, calendars, 67. Received \$15 worth of tracts from Grace and Taylor Street M. E. Churches for ship work.



## Washington.

## SEATTLE.

The Rev. THOS. REES writes on May 1:

We have had a fair month's work; not as many ships in port; they are beginning; there will be quite a fleet again; they sail mostly next month; quite a number of the boats that were employed by the government to go to the Philippines go to Cape Nome. Seattle is very full now, there is a big crowd going; 'tis no use to try to stop them; every kind of a fleet is employed to take them; there will be six or seven thousand from Seattle. We have had quite a number of converts again this month; fourteen, and four sailors; ten rose for prayers, so it has not been a bad month for conversions, and we are as full on Sunday nights as we can seat them; last Sunday night there were four converted and there were eight or nine on Monday night; a precious time and something to be very thankful for. I guess there were one hundred and fifty on Sunday night; quite a number of sailors. There is quite a number of men from New York, thoroughly converted men; they are going as officers on board of a ship, one of them is a Scandinavian, quite a good preacher.

Number of American ships in port since last statement, 14, English, 1; religious services in mission, 35; average attendance of sailors at religious services, 6, of others, 54, visits on ships, 31, to boarding houses, 1, to hospitals, 4; Bibles distributed, 1, tracts, 225.

## The Planets for July, 1900.

MERCURY will be visible the first week of the month low in the north-west just after sunset.

VENUS will not be well visible.

MARS will be visible before sunrise, but will not be conspicuous.

JUPITER will be a fine object in the south and south-west during most of the night; will be close north of the Moon July 8 at dark.

SATURN will be visible most of the night rather low in the south.

The Moon will run over Saturn on the night of July 10. The planet will disap-

pear at the Moon's eastern edge about 10.50 and will reappear at the western edge about 12.10.

Princeton.

T. R.

## Sailors' Home, New York.

190 CHERRY STREET.

Reported by Capt. H. O. Appleby, Lessee, for the month of

MAY, 1900.

Total arrivals..... 37

## Receipts for May, 1900.

## MASSACHUSETTS.

Marshfield, a friend.....	\$ 5 00
Taunton, a friend.....	1 00
Whitinsville, Congregational Church and Society, of which for loan libraries, Miss A. L. Whitin, \$20; Edward Whitin, \$20, and Arthur F. Whitin, \$20.....	143 03

## CONNECTICUT.

Groton, Congregational S. S., for a loan library.....	20 00
New London, Cornelia W. Chapell ..	40 00
New Milford, Woman's Congregational Home Missionary Union ..	15 00
Westport, Saugatuck Congregational Sunday School.....	4 53

## NEW YORK.

Albany, Rockland County Woman's Christian Temperance Union, for a loan library to be called the Rockland County W. C. T. U. Library.....	20 00
Brooklyn, the Boys' Life Boat Society of the First Presbyterian Ch., for loan library.....	20 00
New York City, Brown Bros. & Co., Collections from the steamers of the International Navigation Co.'s lines, received per H. G. Philips, cashier.....	96 07
Hon. Seth Low.....	50 00
Income from anonymous endowment, for two loan libraries.....	40 00
Arnold, Constable & Co.....	25 00
Edgar L. Marston.....	25 00
Mrs. D. C. Blair, for a loan library.	20 00
Isabella B. Satherwaite .....	15 00
Hon. Wm M. Evarts.....	10 00
Benjamin Lord, M. D.....	10 00
Augusta B. Storer .....	5 00
Rev. Frederick L. King.....	5 00
Miss Ellen F. Gay.....	1 00
Geo. Hahn.....	1 00
Capt. Goodwin, schooner <i>Eleazer W. Clark</i> .....	1 00

## NEW JERSEY.

Garfield, Sunday School of the First Presbyterian Church.....	8 25
	<hr/> \$680 88

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## FLEET.

				Tonnage					Tonnage
ST. LOUIS	-	Twin Screw	-	11,629	ARAGONIA	-	Twin Screw	-	5,4
ST. PAUL	-	" "	-	11,629	NOORDLAND	-	" "	-	5,2
NEW YORK	-	" "	-	10,803	WAESLAND	-	" "	-	4,74
PARIS	-	" "	-	10,795	PENNLAND	-	" "	-	3,74
KENSINGTON	-	" "	-	8,669	BELGENLAND	-	" "	-	3,6
SOUTHWARK	-	" "	-	8,607	RHYNLAND	-	" "	-	3,6
FRIESLAND	-	" "	-	7,116	NEDERLAND	-	" "	-	2,8
WESTERLAND	-	" "	-	5,736	SWITZERLAND	-	" "	-	2,8

## BUILDING.

				Tonnage					Tonnage
VADERLAND	-	Twin Screw	-	12,000	MERION	-	Twin Screw	-	10,000
ZEELAND	-	" "	-	12,000	(A STEAMER)	-	" "	-	12,000
HAVERFORD	-	" "	-	10,000	(A STEAMER)	-	" "	-	12,000

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# AMERICAN SEAMEN'S FRIEND SOCIETY'S

## REPORT OF NEW LOAN LIBRARIES

### SHIPPED IN MARCH, APRIL AND MAY, 1900.

*The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to April 1, 1900, was 10,717; and the reshipments of the same for the same period were 12,672; the total shipments aggregating 23,389. The number of volumes in these libraries was 532,727, and they were accessible, by shipment and reshipment, to 412,115 men. Ten hundred and sixty-eight libraries, with 39,006 volumes, were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 125,185 men. One hundred and sixty libraries were placed in one hundred and sixty Stations of the United States Life Saving Service, containing 6,250 volumes, accessible to thirteen hundred and eight Keepers and Surfmen.*

### MARCH, 1900.

During March, 1900, twenty-four loan libraries were sent out. Of these eleven were new, and thirteen were old ones refitted and reshipped, just as good as new. The new libraries were Nos. 10,707-10,717 inclusive. Assignments of these libraries have been made as follows :

<i>No of Library</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10707..Mrs. E. Auchincloss, of New York City, in memoriam.....		Bark Oliver Thurlow....	Surinam.....	12
10708..Mrs. M. M. Stone, of New York City, as Morning Side Library No. 20.....		B'k'tine Arthur C. Wade	St. Croix.....	10
10709..Mrs. M. M. Stone, of New York City..		Bark Edw'd L. Mayberry	New Zealand. ....	14
10710..Munn Avenue Presbyterian Church Sunday School of East Orange, N. J..		" Alice.....	Wellington.....	14
10711..Rev. Samuel T. Carter, of Hunting-ton, N. Y.....		" James E. Wright..	Philadelphia and Savannah.....	13
10712..	" " " " "	" Annie Reed.....	Trinidad.....	14
10713..Sophy G. Parker, of Brooklyn, N. Y., in memory of her father, Dr. Isaac Brinckerhoff.....		" Grace Deering....	Bonaire... ..	13

# AMERICAN SEAMEN'S FRIEND SOCIETY'S

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10714..	Mrs. E. P. Hoyt, of New York City...	Bark St. James.....	San Francisco.....	21
10715..	" " " " ...	Ship Henry Failing ....	Kahului ...	21
10716..	Dr. E. P. Hoyt, of New York City.....	Bark Obed Baxter.....	San Francisco.....	14
10717..	Edwin Holman, of Southport, Conn .	" Justin H. Ingersoll .	Africa .....	12

The thirteen libraries reshipped were:

8,669	10,210	10,384	10,527	10,652
9,513	10,255	10,376	10,544	
9,597	10,268	10,454	10,592	

## APRIL, 1900.

During April, 1900, twenty-eight loan libraries were sent out. Of these eleven were new, and seventeen were old ones refitted and reshipped, just as good as new. The new libraries were Nos. 10,718-10,723, inclusive. Assignments of these libraries have been made as follows :

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10718..	First Presbyterian Church Sunday School of Troy, N. Y.....	Bark Calcium.....	Ivigut .....	12
10719..	Children's Missionary Society of First Presbyterian Church of Morristown, N. J .....	" Muskoka.....	Shanghai.....	28
10720..	J. H. Edwards, of New York City....	" Osberga.....	Montevideo... ..	16
10721..	The children of Rev. E. R. Atwater, of Brooklyn, N. Y., in his memory.....	" Hamburg.....	Hong Kong....	20
10722..	Rev. A. Russell Stevenson, of Schenectady, N. Y.....	B'k'tine John S. Emery.	Port Spain ...	14
10723..	Central Congregational Church of Providence, R. I.....	Ship Aryan.....	San Francisco.....	24
10724 .	Eliza A. Bulkley, of Southport, Conn., as George Bulkley Library No. 13....	" Benj. F. Packard .	China .....	26
10725	Eliza A. Bulkley, of Southport, Conn., as Elizabeth Bulkley Library No. 13..	Bark Virginia.....	Martinique .....	14
10726 .	Eliza A. Bulkley, of Southport, Conn., as James Eleazer Bulkley Library No. 6.	Barkentine Emita .....	Brazil.....	19
10727..	Sunday School of Fifth Avenue Presbyterian Church of Newark, N. J.....	Bark Adolph Obrig. ....	Shanghai .....	20
10728..	Congregational Sunday School of Groton, Conn.....	Bark Francis S. Hampshire.....	Santos.....	15

The seventeen libraries reshipped were:

8,718	10,198	10,445	10,576	10,634
9,096	10,217	10,474	10,578	
9,704	10,333	10,481	10,602	
9,960	10,417	10,520	10,604	



# QUARTERLY LOAN LIBRARY REPORT.

MAY, 1900.

During May, 1900, twenty-six loan libraries were sent out. Of these fourteen were new, and twelve were old ones refitted and reshipped, just as good as new. The new libraries were Nos. 10,729-10,742, inclusive. Assignments of these libraries have been made as follows:

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10729..	Anonymous Library Endowment			
	Fund Income, New York City.....	Barkentine Albertina...	Bahia ....	12
10730..	" " " " "	" Sunny South	South America....	12
10731..	Boys' Life Boat Society of First Pres- byterian Church of Brooklyn, N. Y. ...	Steamer Quito.....	Bombay .....	28
10732..	Lucy J. Pease, of New Britain, Conn.	Ship Mary L. Cushing .	Hong Kong .....	25
10733..	Woman's Christian Temperance Un- ion of Rockland County, N. Y.....	Barkentine St. Peter ...	Surinam....	11
10734..	Mrs. D. C. Blair, of New York City...	Bark Robt. S. Besnard..	China .....	16
10735..	Miss A. L. Whitin, of Whitinsville, Mass.....	Ship Celeste Burrill....	Sydney.....	22
10736..	Edward Whitin, of Whitinsville, Mass.	" State of Maine....	China .....	24
10737..	Arthur F. Whitin, of Whitinsville, Mass.....	" Paul Revere.....	Hong Kong ...	20

The twelve libraries reshipped were:

10,015	10,390	10,473	10,563
10,024	10,399	10,523	10,575
10,284	10,437	10,551	10,657

## SUMMARY.

<i>New libraries issued in March, 1900—11</i>				<i>Libraries reshipped in March, 1900—13</i>			
"	"	<i>April,</i>	" —11	"	"	<i>April,</i>	" —17
"	"	<i>May,</i>	" —14	"	"	<i>May,</i>	" —12
<hr/>				<hr/>			
36				42			





## LIST OF MISSIONARIES AIDED BY THE SOCIETY.

Sweden: Helsingborg.....	K. I. Berg.
Stockholm.....	J. T. Hedstrom.
Sundsvall.....	Rev. E. Eriksson.
Gottenburg.....	Christian Nielsen.
Denmark: Copenhagen.....	Rev. A. Wollesen.
Germany: Hamburg.....	British and American Sailors' Institute, H. M. Sharpe.
Belgium: Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
Italy: Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
India: Bombay.....	Seamen's Rest, F. Wood, Superintendent.
Karachi.....	Rev. W. H. Dowling.
Japan: Yokohama.....	Rev. W. T. Austen.
Kobe.....	Rev. Edward Makeham.
Nagasaki.....	John Makins.
Chile: Valparaiso.....	Rev. Frank Thompson.
Argentine Republic: Buenos Ayres.....	Buenos Ayres Sailors' Home, G. L. Chamberlain.
Rosario.....	Rosario Sailors' Home and Mission, F. Ericsson.
Uruguay: Montevideo.....	Montevideo Harbor Mission, Rev. G. P. Howard.
Madeira: Funchal.....	Mission to Sailors and Sailors' Rest, Rev. W. G. Smart.
Massachusetts: Gloucester.....	Gloucester Fishermen's Institute, Rev. E. C. Charlton.
Connecticut: New Haven.....	Woman's Sea, Friend Soc'y of Connecticut, Rev. J. O. Bergh.
New York: Sailors' Home.....	Capt. Wm. Dollar.
Brooklyn U. S. Navy Yard.....	Rev. G. B. Cutler.
Virginia: Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
North Carolina: Wilmington.....	Wilmington Port Society, Rev. M. A. Barber.
South Carolina: Charleston.....	Charleston Port Society, Rev. P. A. Murray.
Florida: Pensacola.....	Pensacola Port Society, Henry C. Cushman.
Georgia: Savannah.....	Savannah Port Society, H. Iverson.
Alabama: Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
Texas: Galveston.....	Galveston Port Society, Rev. J. F. Sarner.
Louisiana: New Orleans.....	New Orleans Port Society, James Sherrard.
Oregon: Portland.....	W. S. Fletcher.
Astoria.....	Rev. J. McCormac.
Washington: Tacoma.....	Tacoma Seamen's Friend Society, Rev. R. S. Stubbs.
Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
Port Townsend.....	Port Townsend Seamen's Friend Society, C. L. Terry.

## DIRECTORY OF SAILORS' HOMES AND READING ROOMS.

<i>Location.</i>	<i>Established by</i>	<i>Keepers.</i>
Portsmouth, N. H., No. 104 Market St ..	Seamen's Aid Society.....	Rev. J. O. Cornish.
Boston, Mass., N. Sq. Mariners' House ..	Boston Seamen's Aid Society ..	Capt. J. P. Hatch.
Phineas Stowe Seamen's Home.....	Ladies' Bethel Soc'y, 8 N. Bennett St.	George C. Smith.
East Boston, 120 Marginal St.....	Episcopal City Mission.....	James M. Battles, Supt.
New Bedford, Mass., 14 Bethel Court...	Ladies' Branch N. B. P. S.....	E. Williams
Providence, R. I., 385 South Main St ..	American Seamen's Friend Society	Capt. H. C. Cousins, Supt
New York, N. Y., 190 Cherry St.....	Epis. Missionary Society for Seamen.	Capt. H. O. Appleby.
52 Market St.....	Scandinavian Sailors' Home.....	Daniel Montgomery.
Brooklyn, N. Y., 172 Carroll St.....	Finnish Lutheran Seamen's Home.	Capt. C. Ullenars, Supt.
112 First Place ..	Penn. " " " ..	Capt. R. S. Lippincott.
Philadelphia, Pa., 422 South Front St...	Port Mission, Woman's Auxiliary...	
Baltimore, Md., 418 South Ann St.....	Wilmington Port Society.....	Mr. Christofferson.
1737 Thames St ..	Ladies' Seamen's Friend Society ..	Rev. P. A. Murray.
Wilmington, N. C., Front and Dock Sts..	Ladies' Seamen's Friend Society...	
Charleston, S. C., 44 Market St ..	New Orleans Seamen's Friend Soc'y.	
Mobile, Ala.....	San Francisco Sea, Friend Society...	Capt. Melvin Staples.
New Orleans, La.....	Ladies' Seamen's Friend Society...	Rev. J. O. Bergh, Supt.
San Francisco, Cal.....		
New Haven, Conn.....		

## MARINERS' CHURCHES.

<i>Location.</i>	<i>Aided by</i>	<i>Missionaries.</i>
Portland, Me., Fort St., n. Custom House.	Portland Seamen's Friend Society..	Rev. G. Southworth.
Boston, Mass., 332 Hanover St.....	Baptist Bethel Society.....	" Jas. Rea. Ph D.
Bethel, 287 Hanover St.....	Boston Seamen's Friend Society...	" S. S. Nickerson.
Charlestown, 46 Water St.....	Episcopal City Mission.....	Mr. S. H. King.
East Boston Bethel ..	Methodist ..	Rev. L. B. Bates.
120 Marginal St.....	Episcopal City Mission ..	" W. T. Crocker.
Gloucester, Mass., 6 Duncan St.....	Gloucester Fishermen's Institute..	" E. C. Charlton.
New Bedford, Mass.....	New Bedford Port Society ..	" E. Williams.
New Haven Conn., Bethel, 61 Water St	Woman's Seamen's Friend Society.	" John O. Bergh.
New York, N. Y., Catharine, c. Madison.	New York Port Society ..	" Samuel Boulf.
128 Charlton St.....	" Westside Branch.	Mr. John McCormack.
34 Pike Street, E. R ..	Episcopal Missionary Society.....	Rev. A. R. Mansfield.
399 West Street, N. R ..	The Seamen's Christian Ass'n.....	" Stafford Wright.
341 West Street, N. R.....	Episcopal Missionary Society.....	" W. A. A. Gardner.
21 Coenties Slip.....	" " " ..	" Isaac Maguire.
53 Beaver Street.....	Finnish Lutheran Seamen's Church.	" V. K. Durchman.
Brooklyn, N. Y., U. S. Navy Yard.....	American Seamen's Friend Society.	" G. B. Cutler.
193 9th Street, near Third Avenue	Danish Ev. Luth. Seamen's Mission.	" R. Andersen.
Scand., William St., near Richard..	Norwegian Luth. Seamen's Mission.	" Jakob Bo.
Philadelphia, Penn., cor. Front & Union.	Presbyterian ..	" H. F. Lee.
N. W. cor. Front and Queen Sts..	Episcopal Miss. Ass'n for Seamen..	" Geo. S. Gassner.
Front Street, above Navy Yard.....	Baptist.....	" " " "
Washington Ave. and 3rd Street..	Methodist.....	" W. Downey.
Port Missionary, 1420 Chestnut St.	Seamen's Union Bethel Society. ....	" E. N. Harris.
Baltimore, Md., Aliceanna & Bethel Sts.	Port Mission ..	" G. W. Heyde.
815 South Broadway ..	Norfolk Seamen's Friend Society...	Mr. K. S. Willis.
Norfolk, Va., Sea, Bethel, 327 Main St..	Wilmington Port Society.....	Rev. J. B. Merritt.
Wilmington, N. C.....	Charleston Port Society ..	" M. A. Barber.
Charleston, S. C., 44 & 46 Market St...	American Seamen's Friend Society.	" P. A. Murray.
Savannah, Ga.....	" " " " ..	" H. Iverson.
Pensacola, Fla.....	" " " " ..	Mr. Henry C. Cushman.
Mobile, Ala., Church St., near Water..	Galveston Seamen's Friend Society.	Rev. R. A. Mickle.
Galveston, Texas, 17th & Mechanic Sts..	Presbyterian ..	" J. F. Sarner.
New Orleans, La., Fulton & Jackson Sts..	San Francisco Port Society. ....	Mr. James Sherrard.
San Francisco, Cal.....		Rev. J. Rowell.



# AMERICAN SEAMEN'S FRIEND SOCIETY,

76 Wall Street, New York.

ORGANIZED, MAY 1828.—INCORPORATED, APRIL, 1833.

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61 Henry Street, New York.

## OBJECTS OF THE SOCIETY.

ARTICLE II, (of Constitution).—The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character. Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the gospel, and other religious blessings.

CHAPLAINS.—See preceding page for list of missions and missionaries of this Society.

LOAN LIBRARIES.—On American vessels leaving the port of New York loan libraries are placed for the use of the officers and crews. Each library costs \$20 to the donor, contains 43 well selected books, and is returned and sent out again as long as it lasts. The donor of each library is informed when and where it goes, and the effort is made to secure for the donor a report of its usefulness. These libraries build up the mental, moral and religious life of seamen, and are often the means of their conversion. The whole number of new libraries sent out by the Society up to April 1, 1900, was 10,717. Calculating 12,672 reshipments, their 583,727 volumes have been accessible to 412,115 men. Sunday Schools and Church Societies (Y. P. S. C. E. &c.) as well as individuals send these libraries to sea.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society and is leased as a boarding house under careful restrictions. A missionary of the Society resides in the Home and in its comfortable chapel religious and temperance meetings are held every week. Shipwrecked and destitute seamen receive in it temporary aid.

A list of the Society's periodicals will be found on the second page of the cover of this Magazine.